



MULTI-MODAL TRANSPORTATION PLAN TASK FORCE

MEETING NOTES

DECEMBER 16, 2003

4:00 P.M.

ROOM 113

Task Force Members Present	Nye Bond, Susan Dunn, Margaret Hall, Elaine Hammer, Rick Krueger, Marian Malone, Bill McCoy, Tad McDowell, Greg MacLean, Eric Miller, Patte Newman, Oscar Pohirieth, Gordon Scholz, Terry Werner. (Kit Boesch, Duane Eitel absent)
Resource Panel Members Present	Mike Brienzo, Ken Smith, Jerry Wray
Others Present	Gary Bergstrom, Mike Heyl, Kevin Johnson, Brian Mathers, Stephen Sissel, Aaron Smith, Larry Worth, Kent Morgan, Duncan Ross, David Cary, Michele Abendroth

Agenda Topics

1. Call Meeting to Order

Mr. Morgan called the meeting to order at 4:00 p.m. and welcomed those present.

2. Review of Mailed Materials

Mr. Morgan reviewed the materials which were mailed to the Task Force on December 5th. The materials included *A Narrative Report of the Results of a Study of Public Attitudes and Opinions Regarding Multi-Modal Transportation Issues in Lincoln*, comments from Susan Dunn, *Journey-to-Work/Place-of-Work Lancaster County Data Summary*, comments regarding child pedestrian statistics from Brian Baker and Michael Heyl, an e-mail from Alan Wickman, comments regarding Lincoln Federal Transit Apportionment from Brian McCollom, an article from the Omaha World Herald entitled *Cyclists Confront Lancaster County Attorney*, and an article entitled *Driven to Spend*.

3. Upcoming Meeting Schedule

Mr. Morgan reviewed the upcoming meeting schedule with the Task Force. The scheduled meeting dates are January 13th, February 10th, March 9th, April 13th, and May 11th. The meeting length was increased to two hours with the ending time extended to 6:00 p.m.

4. Public Comment Period (10 Min. Maximum)

Kevin Johnson, representing Alliance for Sustainable Transportation (AST), distributed an information sheet about their organization. He stated that AST is a grassroots organization dedicated to establishing a multi-modal transportation system for Lincoln/Lancaster County. He thanked the Task Force members for their time and efforts as part of the Task Force. He asked the committee to be far-sighted in their vision and to think about what “could be.”

Jim Burden briefly described the handout entitled *PRT Clarion Call*. He stated that he has recently started building a small-scale Personal Rapid Transit system using his own resources and time.

5. Travel Survey Results - Dennis Nutter, Sigma Group

Mr. Morgan introduced Dennis Nutter of Sigma Group. Mr. Nutter began his presentation, entitled “Survey on Multi-Modal Transportation Issues”, by describing the demographic characteristics of the sample group. The sample group’s residence was distributed among all sectors of Lincoln with the highest percentage from the south, followed by north central Lincoln. The largest geographic area of the sample group’s work/school location was from north central. A majority of those surveyed (54%) have 2 licensed drivers per household. Fifty percent of those surveyed owned two vehicles, while the average number of bicycles per household was 1.7.

Mr. Nutter then reviewed the key findings of the study which included the following:

- ▶ The form of transportation most widely used to go to work/school, shopping, the doctor, and social or entertainment events was predominantly the automobile at 92-93%.
- ▶ Thirty percent of the respondents said that they would consider riding a bicycle, regularly to work, school, or other destinations. Males (35%), those between the ages of 18 and 34 (50%) and 35 to 44 (42%) and respondents in the north central area were most likely to consider riding a bike.
- ▶ When deciding to ride a bicycle for regular transportation, the most important improvement was secure bicycle parking, followed by bicycle bridges and bicycle lanes.
- ▶ Fifty-one percent of the respondents said that they would consider walking to work, home, school or other destinations. Those in south Lincoln (59%) and north central Lincoln (58%), those between the ages of 18 and 34 (56%), and women (55%) were most likely to consider walking.
- ▶ When deciding whether to walk for regular transportation, the most important improvement was better road crossings, followed by better maintained sidewalks and trails, and separation between sidewalks and roads.
- ▶ Forty-two percent of the respondents stated that they would consider riding the bus for regular transportation. Residents of the north central area (54%) were most likely to consider riding the bus. There were no notable differences observed by gender or age.
- ▶ When deciding whether to ride the bus for regular transportation, the most important improvement was if you could go without changing buses, followed by if gas was too hard to get or too expensive, and if each ride cost 25 cents.
- ▶ When asked how far they would be willing to walk to catch the bus, 12% would walk one block, 27% would walk 2 blocks, 21% would walk 3 blocks, 12% would walk 4 blocks and 27% would walk 5 or more blocks.

- ▶ Three out of five of those who would consider riding the bus said they would like the bus to run every thirty minutes with the average desired frequency of about every 25 minutes.
- ▶ Four out of five respondents would ride a commuter train to Omaha to get to Eppley Airport (80%), while two-thirds would use it to visit Omaha attractions (66%).
- ▶ Free bus service for the disabled was favored by 90% of the respondents; free bus service for seniors was favored by 84% of the respondents; requiring developers to pay for bus shelters, trails, and other enhancements to their developments was favored by 77% of the respondents; and investing in bicycle and pedestrian bridges was favored by 76% of the respondents. Fifty-four percent opposed increasing the parking fees to improve the bus system.
- ▶ Fifty-three percent of the respondents thought it was very important that future development of the City be done in a way that supports the active use of alternative forms of transportation. Another two-fifths (38%) thought it was somewhat important, while only 7% thought it was not important. Resident of north central Lincoln (62%), those between the ages of 45 and 54 (60%), and females (57%) were most likely to see it as very important.
- ▶ Eleven percent of the respondents reported that someone in their household had been unable to go to critical destinations due to a lack of transportation in the past six months.
- ▶ Eight percent of the respondents stated that a member of their household has a physical, mental, or other conditions that limits their ability to travel without assistance.

Mr. Nutter concluded his presentation by asking the Task Force members if they had questions of him. Mr. Bond asked if there is a summary statement that can be made in regard to the data. Mr. Nutter stated that there is quite a bit of acceptance of the notion of “considering” other forms of transportation.

Mr. Morgan thanked Mr. Nutter for presenting the results of the survey.

6. Lincoln's Transportation Legacy - David Cary, Planning Department

Mr. Morgan introduced David Cary of the Planning Department. Mr. Cary began by stating that one of the purposes of his presentation is to identify and think about where we have been and where we are going. He stated that the modes of transportation have been evolutionary and dynamic. There were four dominant eras of transportation in Lincoln's history, namely, horse and buggy, streetcar, bus, and automobile.

Lancaster County was organized in 1859 and was platted with a grid pattern of streets. Nebraska became a state and Lincoln was formed as its capitol in 1867. In the 1870's, the Burlington and Union Pacific Railroads reached Lincoln. Prior to the streetcar, the horse and buggy was the dominant form of travel. In the 1880's bicycling became a recreational hobby and was very popular. Horse-drawn streetcars were first used in 1883, and electric streetcars began operating in Lincoln in 1891.

The next 100 years were shaped by the development and increasing dominance of the automobile. The first automobile reportedly rolled down the streets of Lincoln in 1902. In 1910, there were over 11,000 automobiles registered in Nebraska, and the State began to respond to the demand for better roads for automobiles. In 1914, there were little or no roadway markings on Nebraska roads, and the Omaha-Lincoln-Denver Highway was considered one of only three

major highways in the state. With help from the Federal Aid Road Act of 1916, the first federal aid road project in Nebraska began in 1918 on the road between Lincoln and Emerald. The 1920's were considered the "golden age" for road building with the Roaring 20's economy, the demand for better roads, and the 1916 federal funding program. Buses began to replace streetcars in 1926, and the Lincoln Traction Company started its first bus route.

The Great Depression hit in the 1930's, and road building was slowed dramatically. During World War II, railroads carried 98% of military personnel and 90% of military freight, highlighting the need for an interstate system. The automobile era began in 1945 as the troops were coming home and the economy was improving. There was a downturn in the use of the bus routes. The Federal Aid Highway Act of 1956 paved the way for construction of the Interstate System. The construction of Interstate 80 near Greta began in 1957. In 1966, the first Metropolitan Transportation Study was conducted and was auto-dominated. In 1971, the City of Lincoln took over the operation of the transit system. The third Comprehensive Plan in 1977 recognized bicycles as an element of the transportation system. The bus service continued to decline in the 1980's. In 1989, a \$1.7 million bond issue for trails was passed and provided for the paving of the Rock Island Trail. The Intermodal Surface Transportation Efficiency Act was passed in 1991, and the Transportation Equity Act for the 21st Century was passed in 1998. These Acts identified the need for more multi-modal transportation in planning. In 2002, the 2025 Comprehensive Plan was adopted and provided a charge for a multi-modal planning effort.

Mr. Cary concluded by stating that although we are auto-dominated now, we need to look at our history to see where we have been and then look at other modes of transportation to see where we can go in the future.

Mr. Krueger asked Mr. Cary what he sees in the future for transportation. Mr. Cary replied that although we will not do away with automobiles, we can look at changing policies in order to influence change. Mr. Morgan added that the Task Force will look at these issues in future meetings.

7. Other Business

There was no "Other Business" discussed.

8. Adjourn

Mr. Morgan adjourned the meeting at 5:31 p.m.

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